

surveyors who shall have taken part in such survey. This minute will be deposited in the archives of the European Commission.

ARTICLE 4.

The register in which the vessels surveyed will be inscribed shall be kept at the head office of the European Commission at Galatz.

This register will contain:—

The names of all vessels, or their numbers, if they should have no name;

Their nationality;

The names of their owners;

The date of their survey;

Their date of building, and that of their last having undergone thorough repair;

The indication of their materials of construction (wood or iron);

That of their rigging, and, for steam-vessels, the power of their engines;

The indication of their draft of water when fully laden;

And that of the class in which every vessel shall have been ranged by the report of the surveyors, with indication, in the case of first class vessels, of the probable time during which they are likely to continue in this classification.

Mention will also be made in this register, opposite the name of every vessel which shall have been inscribed, of every collision, stranding, or other accident which may have happened to it after its registration, and which may have been of a nature to affect its staunchness.

ARTICLE 5.

Vessels which, according to the reports of the Commission of Survey, shall be in an unfit state to navigate, cannot be inscribed upon the register spoken of in the preceding article, and they will be officially struck out, if, subsequently to inscription, they should fall into this state.

ARTICLE 6.

Every vessel registered will receive a certificate containing the particulars inscribed in the register. This certificate will be signed by the Secretary-General of the European Commission of the Danube, and will bear the seal of the said Commission.

It must be presented every year for the Visa of the Secretary-General, in default of which it will cease of right to be valid.

ARTICLE 7.

Vessels admitted to registration and provided with the certificate spoken of in the preceding Article, will have the right to bear upon a visible point of their hull the mark A 1, for vessels of the first class, and A 2, for vessels of the second class.

ARTICLE 8.

The captains, masters, proprietors, or owners of all vessels which, after having been admitted to registration, shall suffer damages of any kind, will be bound to make a circumstantial declaration of the same without delay to the European Commission, depositing the certificate of registration, and to submit, if it is judged necessary, to a fresh survey having for object to decide if the vessels which have suffered damage are still in a fit state to navigate.

ARTICLE 9.

As regards vessels of the first class, in any case a fresh survey must be held before the ex-

piration of the term for which such vessels shall have been admitted into this class according to the surveyor's reports. In default of this renewed survey, the said vessels will of right pass into the second class immediately after the expiration of the term for which they were classed.

ARTICLE 10.

If a vessel inscribed upon the Register of Lighters should change its flag, its owner, name or number, the change must be notified in writing within the delay of eight days to the European Commission, in order that mention of the change may be made upon the register and upon the vessel's certificate.

ARTICLE 11.

An extract, certified as true copy of the register kept conformably with Article 4 of the present Regulation, may be communicated every three months, to maritime insurers who may demand the same in writing.

ARTICLE 12.

Every vessel which shall be found navigating on the Lower Danube, below Isaktcha, bearing one or the other of the marks determined by Article 7 of the present Regulation, without having been inscribed upon the Register of Lighters conformably with Article 4, shall be liable to a penalty of one hundred francs at least and of three hundred francs at most.

The same penalty shall be applicable to a vessel navigating below Isaktcha, which shall continue to bear one or other of the said marks after having been struck out of the register, or which shall bear the mark A 1, without having been admitted by the surveyors into the category of vessels of the first class.

ARTICLE 13.

Every vessel navigating below Isaktcha, which, after having suffered damage of any kind, shall continue to bear one or other of the marks determined by Article 7 hereinabove, without the declaration prescribed by Article 8 having been made, or before the fresh survey, judged necessary in consequence of such damage, shall have been held, shall be liable to a penalty of twenty-five francs at least, or of one hundred francs at most.

The same penalty shall be applicable to a vessel which shall continue to bear the mark A 1, without fresh survey, after the expiration of the delay for which it shall have been admitted into the first class, according to the surveyor's report.

ARTICLE 14.

Every vessel bearing one or other of the marks determined by Article 7 hereinabove, which shall have changed its flag, its owner, name, or number, and which shall be found navigating upon the Lower Danube, below Isaktcha, without the declaration prescribed by Article 10 hereinabove having been made within the delay fixed, shall be liable to a penalty of twenty-five francs at least, and of fifty francs at most.

ARTICLE 15.

Shall be excluded from the register kept in conformity with Article 4 of the present regulation, every vessel in the case of which there shall have been collusion, or attempt at collusion between the surveyors charged with the examination prescribed by Article 3 and the parties interested, with the view to procure the registration of a vessel notwithstanding its state of non-sea-